MONTANA

Park Operational Base Summary: The table below shows the annual park operating base for all parks within this state. Park operational base funds are supplemented by as yet undetermined amounts of project funding from regional or servicewide-managed programs, such as cyclic maintenance, the Natural Resources Preservation Program, and the Drug Enforcement Program.

If a park is in more than one state, the park is included in each of the appropriate state tables. The full operating base is shown; no attempt has been made to split the park operating base amount between two or more states.

		(dollars in thousands)				
Congress'l District	Park Units/Trails/Affiliated Areas	FY 2003 Enacted	FY 2004 Enacted	FY 2005 Uncontrol Changes	FY 2005 Program Changes	FY 2005 Estimate
00	Big Hole NB	510	507	0	0	507
00	Bighorn Canyon NRA	2,627	2,616	0	401	3,017
00	Fort Union Trading Post NHS	632	631	0	0	631
00	Glacier NP	11,103	11,072	0	300	11,372
00	Grant-Kohrs Ranch NHS	1,052	1,048	0	150	1,198
00	Lewis & Clark NHT	1,696	1,681	0	0	1,681
00	Little Bighorn NM	1,034	1,029	0	0	1,029
00	Yellowstone NP	27,669	28,116	0	950	29,066

FY 2005 uncontrollable funding related to pay and benefits has yet to be distributed at the park level.

This table does not include programs from other appropriations such as General Management Plans, Land Acquisition, Line Item Construction, Federal Lands Highway Program, and Historic Preservation Fund State Grants. Information on the distribution of funds in these programs is outlined on the next page. There are separate sections on General Management Plans and the Trails Management Program.

MONTANA

Bighorn Canyon National Recreation Area, Montana and Wyoming

$401,000 and 6.0 FTEs to **Correct Deterioration of Public Use Facilities and Infrastructure**
Funding is requested to correct the deterioration of public use facilities and infrastructure. Visitor survey figures show 17% of park visitors ranked the facilities/infrastructure as being in average, poor, or very poor condition. Funding would be used to improve facility maintenance and correct deterioration of roads, walkways, trails, campgrounds, picnic areas, restrooms, contact stations, docks, and water safety structures. These improvements would protect the capital investments that have been made in the park, protect the park's natural and cultural resources and improve visitor satisfaction.

Glacier National Park, Montana

$150,000 and 2.0 FTEs to **Enhance Resource Protection and Visitor Safety at Canadian Border**
Funding is requested to increase public, facility and resource protection along the international boundary with Canada. Glacier National Park shares 21 miles of border along the International Peace Park boundary with Waterton National Park, Alberta (Canada) and 19 miles of border along the International boundary with British Columbia (Canada). U.S. Border Patrol and Glacier National Park data show that undocumented immigrants are migrating across the border and through Glacier National Park. It is suspected that much of this travel is related to illegal drug smuggling, but the area also has potential for terrorists to illegally enter the United States. The U.S. Customs Service has deputized several park law enforcement rangers in the Goat Haunt area, which is a significant border crossing area. Funds would provide for year-round coverage along the northern border of Glacier National Park, specifically in the North Fork and Goat Haunt subdistricts. They would also augment wilderness patrols and increase presence along the entire International Boundary. This request would increase

$150,000 and 1.0 FTE to **Operate New Sewage Treatment Plant**

Funding is requested to operate and maintain a new sewage treatment plant. The facility requires a high level of operation and maintenance and substantial increases in electrical usage and material support. Funding would provide for the year round operation of the plant, maintenance of valves, piping, storage reservoirs, water testing, electronic monitoring equipment and reporting requirements. Plant operations would provide treatment of 250,000 gallons of sewage per day, serving the one million visitors who enjoy the park's natural and cultural resources and protecting surface water quality of the Middle Fork of the Flathead River, a designated wild and scenic river.

Grant-Kohrs Ranch National Historic Site, Montana

$150,000 and 1.0 FTE to **Maintain Deteriorating Historic Structures**

Funding is requested to provide increased preservation care for the site's 88 historic structures, including 12 that are in poor condition and 21 that are in fair condition. Funds would support development of a preservation program to provide scheduled maintenance for long term, annual and daily preservation care. Ultimately, all historic structures would be in a condition that only requires cyclic preservation maintenance. This action is consistent with the strategic goal of the National Park Service to increase the number of historic structures on the List of Classified Structures in good condition. Preservation of historic structures and artifacts would enhance education and understanding of the nation's frontier open range cattle era.

Yellowstone National Park; Idaho, Montana and Wyoming

$950,000 and 8.0 FTEs to **Protect Yellowstone Road Assets through Preventive Maintenance**

Funding is requested to increase preventative maintenance beyond current pothole patching operations for one third of the 350 miles of primary park roads. Deferred annual road maintenance has led to the virtual failure of some of Yellowstone's roads, which creates traffic delays and temporary closures of popular sections of the grand loop due to safety concerns. This funding would enable the park to perform annual maintenance including 112 miles of ditch and culvert clearing, 36 miles of crack sealing, 16 miles of chip sealing and 8 miles of overlay on 112 miles of primary road. The life-cycle costs are unarguably in favor of annual maintenance, as 1 mile sealed 6 times and overlaid 3 times in 50 years would cost $258,000, but without proper maintenance would be rebuilt twice at a cost of $2,000,000. Increased road maintenance would result in improved visitor safety and enjoyment, keep roads off the deferred maintenance list, and protect road assets.

MONTANA (IMR)

(dollars in thousands)

PROGRAMS NOT INCLUDED IN PARK BASE:

GENERAL MANAGEMENT PLANS (See GMP section for further information)

None

SPECIAL STUDIES (See GMP section for further information)

None

LAND ACQUISITION

None

CONSTRUCTION: LINE ITEM CONSTRUCTION

Park Area	Project Title	Funds
Yellowstone NP	Replace Administrative Winter Snowcoaches & Improve Support Infrastructure	$1,000

PROPOSED FEDERAL LANDS HIGHWAY PROGRAM (subject to change pending program reauthorization)

Park Area	Project Title	Funds
Glacier NP	Repair Road	$6,800
Glacier NP	Repair Bridges	$450
Glen Canyon NRA	Rehabilitate Roads	$2,800
Yellowstone NP	Rehabilitate Roads	$370
Yellowstone NP	Rehabilitate Roads	$15,210

HISTORIC PRESERVATION FUND: STATE GRANTS

State apportionment: $586

STATE CONSERVATION GRANTS

Proposed state apportionment: $862

MONTANA (MWR)

(dollars in thousands)

PROGRAMS NOT INCLUDED IN PARK BASE:

GENERAL MANAGEMENT PLANS (See GMP section for further information)
None

SPECIAL STUDIES (See GMP section for further information)
None

LAND ACQUISITION
None

CONSTRUCTION: LINE ITEM CONSTRUCTION
None

PROPOSED FEDERAL LANDS HIGHWAY PROGRAM (subject to change pending program reauthorization)
None

HISTORIC PRESERVATION FUND: STATE GRANTS
State apportionment: $586

STATE CONSERVATION GRANTS
Proposed state apportionment: $862

MONTANA (PWR)

(dollars in thousands)

PROGRAMS NOT INCLUDED IN PARK BASE:

GENERAL MANAGEMENT PLANS (See GMP section for further information)

None

SPECIAL STUDIES (See GMP section for further information)

None

LAND ACQUISITION

None

CONSTRUCTION: LINE ITEM CONSTRUCTION

None

PROPOSED FEDERAL LANDS HIGHWAY PROGRAM (subject to change pending program r

None

HISTORIC PRESERVATION FUND: STATE GRANTS

State apportionment: $586

STATE CONSERVATION GRANTS

Proposed state apportionment: $862

National Park Service
PROJECT DATA SHEET

Project Score/Ranking:	460
Planned Funding FY:	2004
Funding Source:	Line Item Construction

Project Identification

Project Title: Replace Administrative Winter Snowcoaches and Improve Support Infrastructure		
Project No: 090713	**Unit/Facility Name:** Yellowstone National Park	
Region: Intermountain	**Congressional District:** 00	**State:** WY

Project Justification

Project Description: Funding requested for FY2005 will complete this project and will be used to improve snowcoach maintenance facilities in the John D. Rockefeller, Jr., Memorial Parkway (administered by Grand Teton National Park) and alternative fuel infrastructure in Grand Teton and Yellowstone National Parks. FY2004 funding will provide for the purchase of six new generation snowcoaches to replace NPS-owned, administrative snowcoaches in Yellowstone and Grand Teton National Parks. The vehicles will use alternative fuels, be ADA-compliant, and hold about 15 passengers each. They will operate on tracks in the winter and on wheels in the summer.

Project Need/Benefit: The preferred alternative for the draft Yellowstone and Grand Teton National Parks winter use plans calls for a six-element implementation program to insure that park resources and values are not impaired as a result of continued snowmobile use in the parks. All six elements must be implemented for the draft preferred alternative to be successful. One element of the program is to develop a new-generation snowcoach for use in the parks. Yellowstone and Grand Teton have been working with a consortium of groups and manufacturers to develop a new mid-sized tour vehicle for national parks across the country. This "New Red Bus" is a 15-32 passenger, alternatively fueled, fully accessible vehicle, whose genesis is the historic buses of Glacier and Yellowstone National Parks. One model of this vehicle is being designed to operate on tracks in the winter and wheels in the summer, and would be a "new generation snowcoach." The first production year of the vehicle would be 2004. This proposal is to introduce the new generation snowcoach primarily for administrative use in the parks to allow them to be tested by employees in their everyday work, including transportation of people around the interior of the parks, as well as shuttling crews and materials to winter work sites. The coaches would be loaned on a short-term basis to concessioners, guides and outfitters who offer snowcoach service in the parks to allow them to test the machines and gain initial visitor reactions. Since these will be first-year production vehicles and can be modified in future years, evaluation of them is an important part of their use in the parks. The coaches would be fueled with Compressed Natural Gas (CNG). The fueling infrastructure portion of the proposal would place a liquefied natural gas facility (with an associated compressor for CNG) at both Flagg Ranch and Old Faithful to allow the vehicles to be refueled in the parks as well as in gateway communities. A maintenance facility is needed to address a lack of such facilities to serve snowcoaches coming from the Jackson area.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 **% Critical Health or Safety Deferred Maintenance**	40 **% Critical Mission Deferred Maintenance**
0 **% Critical Health or Safety Capital Improvement**	0 **% Compliance & Other Deferred Maintenance**
40 **% Critical Resource Protection Deferred Maintenance**	20 **% Other Capital Improvement**
0 **% Critical Resource Protection Capital Improvement**	

Capital Asset Planning 300B Analysis Required: YES: **NO:** x	**Total Project Score:** 460

Project Costs and Status

Project Cost Estimate:	**$'s**	**%**
Deferred Maintenance Work :	**$** 2,295,200	80
Capital Improvement Work:	**$** 573,800	20
Total Project Estimate:	**$** 2,869,000	100
Class of Estimate:	B	
Estimate Good Until:	09/30/05	

Project Funding History:	
Appropriated to Date:	$ 1,869,000
Requested in FY2005 Budget:	$ 1,000,000
Required to Complete Project:	$ 0
Project Total:	$ 2,869,000

Dates:	**Sch'd (qtr/yy)**
Construction Start/Award	2 / 2004
Project Complete:	4 / 2005

Project Data Sheet Prepared/Last Updated: 2/19/2004

Unchanged Since Departmental Approval:
YES: **NO:** x